Secti. H-27—40,000—27-10-48.

Food (195..) Department.

Ms. SERIES.

G.O. No. 423,

Dated 11-5-1948

[Despatch Abstract.]

Civil Supplies - Firewood - Supply to Madras City and other urban centres in the Presidency - Measures to combat scarcity - Papers - Recorded.

Food Deptt.

The notes of Home, Development and P.W.D. from P.22 above may be perused. They have taken relevant extracts for necessary action in their departments on the points pertaining to them. With reference to Board's proposal at p.13 c.f. No further action in this file seems necessary. For orders whether the papers may be lodged. The papers may be recorded for facility of future reference.

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11-5-48.

G.O. Ms.No.423, dated 11th May 1948

Civil Supplies - Firewood - Supply to Madras City and other urban centres in the Presidency - Measures to combat scarcity - Papers - Recorded.

(True copy)

R. Thiagarajan 17.12

Office Assistant,
Madras Record Office.

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2) The proposals submitted by the Chief Conservator of Forests for the casuarina plantations may be examined quickly;

3) The import of the Diesel Oil Engines may be recommended to replace the charcoal-driven vehicles and;

4) the question of encouraging the consumption of alternative power like electricity, coal or coke may be examined.

5) When conditions in the Ceded districts and Nellore revert to normal, the ban on registration of new buses and lorries and on registration of charcoal-driven vehicles may be extended to these areas.

6) The question of maximizing production of power alcohol may be pursued early.

D.V. Nagrathnam, 28-2-48
for Deputy Commissioner of Civil Supplies
(General)

To the Secretary to Government, Food Department (with enclosures)
Copy to the Provincial Road Transport Officer, Provincial Motor Transport Controller and Chief Conservator of Forests (with enclosures. A copy of the proceedings is forwarded to each of them).

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p.t.o.

BOARD OF REVENUE (CIVIL SUPPLIES)

FIREWOOD - Supply to Madras City and other urban centres in the Presidency - Measures to combat scarcity - Conference - Proceedings - Submitted.

Station: Madras Ref. R-II-67487/47 Dated 27-2-48

From

V. S. Hejmadi, Esq., I.C.S.,
Commissioner of Civil Supplies

V. N. Rajan Esq., I.C.S.,
Deputy Commissioner of Civil Supplies (General)

Read: Government, Food Department, Memo.37627-F/47, dated 15th November 1947.

The Board submits that the conference convened by the Deputy Commissioner of Civil Supplies (General) on 14-2-1948 was attended by the Chief Conservator of Forests, Provincial Motor Transport Controller, Provincial Road Transport Officer and Assistant Commissioner (Fuel). A copy of the proceedings is submitted with the following remarks:--

1) The Government of India may be addressed for the early additional allotment of 750,000 gallons of petrol which will be used entirely for the purpose of diverting charcoal-driven vehicles to petrol;

p.t.o.

Extract of Proceedings of the meeting held on the 14th February 1948.

Present:- (1) The Chief Conservator of Forests
(2) The Provincial Motor Transport Controller
(3) The Provincial Road Transport Officer
(4) The Assistant Commissioner (Fuel)
(5) The Deputy Commissioner of Civil Supplies (General)

It was generally agreed that the fuel position in the province is so acute that it would be advisable to take active steps to reduce the consumption of charcoal by switching over vehicles running on gasplants (which consume 200,000 tons of ~~petrol~~ charcoal or 1 million tons of firewood per annum) to petrol. The Provincial Transport Controller explained that there are 748 buses, 193 private carrier lorries and 265 public carrier lorries operating on gas-plants and that to enable them to work on petrol, the minimum requirement on existing scales of issue which are on an austerity basis will be some 711,000 gallons per quarter. He gave details of normal issues, which enable vehicles to run only for a part of the month, to indicate that a reduction in the ration is not possible. He also pointed out that though the Madras Government had asked the Government of India for 800,000 gallons more of petrol, the latter had turned down the request. The usual quarterly quota to Madras is 3.9 million gallons; though this was raised during August to October to ~~xxxx~~ 4,06 millions, for the quarter ending January, there was originally a cut of 25 per cent, mitigated to 10 per cent and finally restored after considerable difficulty. The quota for the current quarter is only 3.7 million gallons (or a reduction of .2 million gallons) a quarter; there is an increasing demand due to the rise in the number of vehicles; it was pointed out that a reduction in the basic ration was of no assistance as this will mean in the majority of car owners merely an increase in supplementary coupons. The prospects of getting more petrol from India seemed remote in view of Kashmir operations. Along with a warning that further cuts during the quarter ending are more than likely. Even for normal running the requirements are 4.7 million gallons.

After some discussion it was agreed that the Government of India should be moved again to make an additional allotment of 750,000 gallons per quarter to enable vehicles running on gas-plant to be switched over to petrol in view of the acute fuel position in the province and the danger of allowing promiscuous deforestation to continue. This request will be based not on the general needs of the province (this is for the Provincial Motor Transport Controller to take up), but entirely as a means of solving the fuel difficulty and of avoiding a fuel famine that seems inevitable during the next few years.

The Provincial Motor Transport Controller pointed out that there is a ban on petrol vehicles being converted into gas plant vehicles. It was understood that a reference has been made by Government to Collectors asking for their comments on a suggestion to permit such transfer. It was generally agreed that such transfers should not be permitted except in the case of certain districts (e.g. Godavari and Malabar) which could meet all existing demands (internal and for export) and yet supply charcoal without jeopardising the fuel position in the district.

The Provincial Motor Transport Controller said that there is a ban (except in the Ceded districts and Nelore) on new licences for charcoal driven vehicles. It was agreed that this ban should continue. While it was realised that the relaxation in the case of Ceded districts and Nellore was based on extraordinary reasons, it was hoped that when things became normal, the ban could be extended to those areas also.

p.t.o.

The Provincial Motor Transport Controller said that there was a ban on the starting of new routes or on increasing the number of buses on the existing routes. In regard to buses, only replacements were allowed without increasing the total number on the route. This ban however was relaxed in the Ceded districts and Nellore for special reasons. He added that no ex-Military vehicle was given petrol if registered after 1st September and that lorries were registered and given supplies only when they were for essential purposes.

The Conference felt that the question of maximising the production of power alcohol from distilleries, which have gone out of use as a result of prohibition, should be pursued with vigour.

The Conference also felt that Government should stimulate the import of diesel oil vehicles and to seek the good offices of the Government of India for this purpose.

It was agreed that an all-out-drive should be started for regenerating forests or lands on which casurina or other varieties of trees fit for use as fuel can be grown. The Chief Conservator of Forests said that he had submitted several schemes, some of which were pending for nearly two years, to Government for the extension of casurina plantations in Trichy, Madura, Ramnad, Tinnevelly and Tanjore districts. The conference felt that these schemes should be examined quickly and that Government should give subsidy or loans for the encouragement of such plantations which were immediately necessary to prevent fuel famine in a few years.

The Conference also thought that a more extended use of electricity, coal or coke would ease the fuel position. The question of encouraging the consumption of such substitutes, if necessary by propaganda and by cheaper rates, might be examined.

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Superintendent